

STAGGER

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COUNTRY USSR/China/Korea

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SUBJECT Economic Information: Soviet Construction of
Highways Linking Siberia with Manchuria and
North Korea

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SUPPLEMENT TO
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Highway from Voroshilov, USSR, to Tumen, China

1. Construction of a highway from Voroshilov (131-58, 43-48) to Tumen (129-50, 42-56) was begun in June 1946 and the section between Voroshilov and Hunchun (130-22, 42-52) was completed and in use in September 1947. Work on the section from Hunchun to Tumen was halted and scheduled to be resumed in April 1948.
2. Starting from Voroshilov, the highway crosses the Shufan River and goes south to Kievka (131-37, 43-37) and then west to Wangpapotzu /probably 131-10, 43-20*/. Crossing into Manchuria, the road continues to Fangtzu (130-44, 43-06), Hatamen (130-29, 42-56) and Hunchun. At Hunchun the highway is to cross the Tumen River into Korea, going through Huayang (130-14, 42-53) and Nanyang (129-49, 42-57) and finally into Tumen.

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* [REDACTED] Note: Coordinates given here are for the southernmost of two places by this name in the area; coordinates as received in this office were for the northern Wangpotsu (131-13, 43-38), but the southern location seems more logical in view of the general direction of the highway.

3. In September and October 1947, the highway was being used to move Soviet troops and supplies from the USSR to North Korea. The average monthly shipments of supplies to North Korea over the road in (6 x 6) truck loads were as follows:

Arms	600
Ammunition	1250
Explosives	80
Armament parts	200
Clothing	2400
Others	200

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Note: In view of the date on which this section of the road was opened and the indefinite and large shipments reported above, paragraph 3 is graded as noted. /

4. Labor used in the construction of the Manchurian section of this highway consisted of: 4,000 Chinese laborers conscripted by the Chinese Communist army in Yenchi (29-31, 42-55) and Tientsin (28-12, 43-22); 1,000 Chinese Communist soldiers; and 800 Korean laborers from the Manchuria area conscripted by the Korean Communist army. These laborers received no wages but received their board and a daily ration of cigarettes.

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Japanese prisoners of war were used for the construction of the Siberian section of the highway. Construction of the highway was under the supervision of an engineer battalion of the Soviet Siberian 9 Composite Brigade /also mentioned in [REDACTED]

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Highway from Uglovaya, USSR, to Nanam, Korea

5. Construction of a highway from Uglovaya (132-05, 43-22) was begun in April 1947 and was open to traffic as far as Zanadvorovka (131-37, 43-17) by mid-October 1947.
6. The road starts from Uglovaya, crosses the railroad and goes through Chichagov (131-58, 43-20). Skirting the mouth of the Shufan /? Suyfun/ River, it proceeds to Zanadvorovka, follows a straight line to Taipingchuan (131-03, 43-09), and then goes on to Santaokou (130-41, 43-03) and Hatamen in Manchuria. At Hatamen it joins the Voroshilov-Hunchun highway to Hunchun, where one branch follows the old road along the Tumen River to Tumen via Liangshuichuantzu (130-00, 42-59). Another branch goes to Nanam, Korea via Kyongwon (130-10, 42-50) and Chongsandang (130-05, 42-30). The latter branch has not been officially opened; repair and construction work is scheduled to begin after the spring thaw.
7. The branch from Hunchun to Tumen was previously built by the Japanese and repaired in 1947 by 1,000 Korean and Chinese laborers conscripted from the Hunchun area, working under the supervision of an engineer battalion of the Siberian 9 Composite Brigade. These laborers received thirty yen, three meals and ten cigarettes per day, plus some Japanese army clothing.

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